

Reform Act for the 21st Century of 2000 (AIR-21). Current legislation supports and provides funding for the following: (1) airport planning, (2) noise compatibility planning, and (3) noise compatibility programs as set forth in the Aviation Safety and Noise Abatement Act of 1979, (Public Law 96-193).

The funds for the AIP are distributed in accordance with provisions contained in the 2000 Act, as amended. In grant parlance, funds distributed by formula for use at a specific airport or in a specific state or insular area are referred to as apportionment funds. The remaining funds are for use at the discretion of the Secretary of the U.S. Department of Transportation, and are known as discretionary funds.

The estimated federal apportionment levels for Kentucky for FY 2006 through 2010 are \$3.9 million annually. At present, there is no way to estimate the level of federal discretionary funding that may be made available during the upcoming biennium.

FY 2006 actual projects and FY 2007 through FY 2010 potential projects are identified in Appendix A, Exhibit A-9.

## **9. Maintenance and Traffic Operations**

The KYTC is responsible for ensuring that the State Primary Road System is maintained and operated in such a manner as to ensure the safest and most reliable roadways possible. The Cabinet's goal is to provide the highway user maximum safety and comfort with minimum travel interruptions. Table 1 contains a line-item outlining the FY 2007-2010 scheduled state funding for the KYTC's operations and maintenance program, and Appendix B contains the Metropolitan Planning Organization (MPO) Financial Plans, which includes a line-item outlining the operations and maintenance program within each MPO area.

The annual state-funded Maintenance and Traffic Operations Programs are comprised of four major sub-programs: Roadway Maintenance, Bridge Maintenance, Rest Area Maintenance, and Traffic Operations. The Roadway Maintenance unit is responsible for maintenance of the highways in the State Primary Road System. This unit handles routine upkeep such as surface repairs, ditch cleaning, mowing, litter pickup, snow and ice removal, and maintenance relating to drainage, shoulders, signs, markings, delineation, and guardrails on the approximately 27,400 miles of highways in Kentucky.

The Bridge Maintenance Program performs activities on bridges such as painting, deck repair, and structural work on the Commonwealth's 8,925 total state maintained bridges. The Rest Area Maintenance Program provides upkeep and janitorial services at 31 rest area facilities across the state. Twenty-five of these sites are maintained by contract. Six sites are maintained with state forces.

The Traffic Operations Program is responsible for the installation and maintenance of traffic signals, beacons, and roadway lighting on approximately 27,400 miles of highways. It also coordinates the KYTC's highway safety efforts including the development of a Strategic Highway Safety Plan. It is also responsible for the efficient movement of traffic through the development and coordination of traffic signal systems and traffic management strategies utilizing intelligent transportation systems.

In addition to the ongoing highway maintenance and traffic operations programs, the state legislature budgets an annual funding level to resurface roads on the state road system. These funds are in addition to the monies funneled through the Cabinet's Rural and Municipal-aid programs for improvements to county roads, city streets, and the state rural-secondary road system. Each of the rural and municipal-aid program components is accomplished through an ongoing dialogue with Kentucky's city and county governmental entities.

## **10. Recreational Trails Program**

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are apportioned under Section 1103(f) (2) of TEA-21 (23 U.S.C. 206). Funds may be used to provide and maintain trails, trailside, and trailhead facilities, including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails.

The Governor of a state designates an agency to administer the program, which may be an agency other than the State Department of Transportation. The Kentucky Recreational Trails Program is administered by the Governor's Office for Local Development.

Planned Recreational Trails Projects are included in Appendix A, Exhibit A-10.

## **11. Kentucky's Mega-Projects**

As the 2006 edition of the Recommended FY 2007-2012 Six-Year Highway Plan was developed; strong consideration was given to the funding needs associated with four "Mega-Projects" located in Kentucky. The term "Mega-Project," as defined in SAFETEA-LU, Title 23 is a project having a total estimated cost of greater than \$500 million. In addition, as per Title 23 "Mega-Projects" require the preparation of financial plans on projects funded with federal funding. The four Mega-Projects in Kentucky are (1) the Louisville Bridges project, (2) the Interstate 71/75 Brent Spence Bridge congestion relief project in northern Kentucky, (3) the proposed Interstate 66 in southeastern Kentucky, and (4) the proposed Interstate 69 in far western Kentucky. Each of these projects would be an expensive, but welcome, addition to Kentucky's highway system.

In addition, SAFETEA-LU, Title 23 requires that projects having a cost between \$100 million to \$500 million, that an annual financial plan be prepared. For all new projects or projects that are currently underway, but the construction phase funding has not been authorized, the annual financial plan will be completed in accordance with Title 23 Guidelines, outlining the project cost estimates, implementation plan, funding resources, cash flow, and environmental and legal status. The financial plan will not be required for a project in this category that is currently under construction.

Each of the four "Mega-Projects" is underway, with varying levels of progress achieved. The following information provides a description, an approximate total cost, and a brief report on the progress to-date for each project.